



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-030

Issued: 07 February 2020

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 54 – Nacelles / Pylons – Engine Pylon Nose Fire Seals – Inspection / Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A320-271N, A321-271N, A321-271NX and A321-272N aeroplanes, all manufacturer serial numbers (MSN) as listed in Airbus Service Bulletin (SB) A320-54-1047 revision 01.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus SB A320-54-1047 revision 01.

Affected part: Engine pylon nose fire seals, having Part Number D0003109300000.

Reason:

An occurrence was reported where, during inspection of an aeroplane on the Airbus assembly line, a gap was found on a pylon nose fire seal. The gap results from permanent seal deformation following installation of the bifurcation panels during engine installation.



This condition, if not detected and corrected, could lead to loss of firewall integrity, which, in case of an engine fire, could possibly prevent extinguishing the fire.

Prompted by these findings, Airbus published the SB, providing instructions for a detailed inspection (DET) of the affected parts.

For the reasons described above, this AD requires a one-time DET of the affected parts for correct installation, and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 3 months after the effective date of this AD, accomplish a DET of each affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected as identified in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Alternative Method of Compliance:

- (3) Replacement of an affected part on an aeroplane with a new one in accordance with the instructions of the applicable Aircraft Maintenance Manual (AMM) task 54-57-22-000-821-A and AMM task 54-57-22-400-821 dated May 2019 (or later revision) is an acceptable alternative method to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that aeroplane.

Credit:

- (4) Inspections and corrective actions, accomplished on an aeroplane before the effective date of this AD in accordance with the original issue of the SB, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that aeroplane.

Ref. Publications:

Airbus SB A320-54-1047 original issue dated 30 January 2019, or revision 01 dated 29 August 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 06 March 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51;
E-mail: account.airworth-eas@airbus.com.

